

through that County it would have to take its provision with it. (Laughter.) He held in his hand "Perley's hand-book", which speaks of the soil in the various parts of the Province, and he showed that the soil in the County of Restigouche was unsurpassed, and that this was the first time the point was disputed, and that, too, by a gentleman who never was there. He then went on to show that commercially both the Central and Frontier routes would be most disastrous. To sustain this position he quoted from Mr. Fleming's report to show the population on each route, and showed that both of these routes would have to compete with the River St. John, the Western Extension Railway and all the branches connected therewith, also with the Bangor Line, which from Montreal to Saint John is over forty miles shorter than either the Frontier or Central lines, as well as with the Portland Railway, which is two hundred and eighty-six miles nearer to Montreal than either of these lines are to Saint John. When the through and local traffic is divided among all these competing lines, the Intercolonial will get very little to do. He showed the commercial advantages of the Major Robinson route in passing through a country not yet opened up by railway, with the immense fisheries in the Bay de Chaleur, and undeveloped resources and wealth, and with no other line to compete with in freight or passenger traffic. He showed that the Major Robinson route would pass through counties in the Province of Quebec, which have eight million acres of ungranted Crown Lands, and in the Province of New Brunswick with four and a half million Crown Lands, the fertility of which land he showed by various official reports, while the Central or Frontier route would pass through counties in New Brunswick with only two and one half million acres Crown Lands, and the quantity through which it would pass in Quebec would be but very limited. He then went on to show the nature of the country through which the Central line would pass. Mountains two thousand feet high, and gulches so deep that the sun seldom shone upon them—and this is the country the friends of the Central line are going to settle and colonize. He said that Major Robinson, with a large staff, tried for over two years to find a passage through this range of mountains, and failed; that Mr. Fleming, after a few months exploration, reported on a line, the grades of which condemned it; that for sixty-seven and one-half miles the grades were from sixty to seventy

feet per mile. (Hear, hear.) He said that an engine of sufficient power to convey one hundred and forty-four tons with forty feet grade, was only capable of conveying thirty-four tons with grades of one foot in fifty, and that a line with such grades as Mr. Fleming reported, would be useless for heavy freights. (Hear, hear.) He then spoke of the easy grades on the Major Robinson route, which he showed to be very favourable. He then went on to show the cost of the two lines, complained of the manner Mr. Fleming computed the cost of the Major Robinson route, that he based his calculation of the cost of the whole route by the cost of the seventy miles in the Matapedia district, the most formidable and expensive of the whole line, and that in addition to that he added ten per cent to the cost. If he applied the same rule to the Central line, and calculated the cost of it by the most expensive seventy miles, he would be content, but he neither did that nor added the ten percent. He said that as to the national advantages, and as means of defence, the lines spoken of would not bear a comparison; that the advocates of the Frontier and Central routes themselves admitted this, and could not define their line either on national or military grounds, which to this Dominion is of paramount importance, and of the gravest consideration. He approved of the manner the Government was dealing with this subject. He said that a great national highway to the sea should be under the control of the Government, and not under the control of a Company, that he had every confidence in the Government, and was satisfied that they would meet and carry out the views of the people's representatives, which have already been so unmistakably given in favour of the Major Robinson route, that two-thirds of the House were in its favour, and he did not believe that there were ten votes in favour of the Frontier. He repeated his confidence in the Government, said they would only have one object in view, the interest of the Dominion, and in carrying out the wishes of the people as expressed through their representatives.

Hon. Mr. Fisher rose amidst loud cries of "question", "question." He said he had stayed in Ottawa for the sole purpose of speaking on this question, but at this hour he did not anticipate a hearing from the House. He hoped the debate would be adjourned till to-morrow.

Sir John A. Macdonald suggested that the Bill should be passed through committee to-